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KING AND ALAKEA STREETS

HONOLULU, T.H.

FEW ACTIVE CONTESTS IN REPUBLICAN CLUB ELECTIONS

Kaimuki and Eighth of Fourth Furnish Moderate Display of Fireworks

As most of the Republican precinct clubs had chosen their principal officers at nomination without contests, very little interest attached to the elections last night excepting in two or three precincts.

Mixup at Kaimuki.

There was a variety of fencing on parliamentary and party practice, with some heated feeling and not a little fun, in the first of the fourth, Kaimuki.

When nominations closed a week before, A. F. Clark and E. A. Berndt were the nominees for president, a third one having withdrawn. Before the election Mr. Berndt sent his written withdrawal to the executive committee. As he had promoted the nomination of Mr. Clark, he felt he could not honorably oppose him on the ballot.

Nominees for other offices also sent in withdrawals, saying they had been requested to do so for "harmony."

Point of Order Raised.

When Mr. Clark, presiding as vice-president, had called the meeting to order and had stated its purpose as solely that of electing officers, G. W. R. King raised the point of order that

Mr. Berndt could not withdraw his candidacy for the chair. On the chair ruling against the point, Mr. King presented his written withdrawal as the sole candidate for treasurer, together with the withdrawal of M. T. Simonton and James Guild as two of the three candidates having no opposition for judges of election.

Vice-President Clark stated that the offices for which no candidates remained would be filled by the executive committee under the rules, and ordered the balloting for members of the executive committee to proceed, there being seven candidates for the five places.

A member raised the point that the rule meant vacancies occurring in office after election, and that the club being assembled to elect a full list of officers, had a right to nominate as well as to elect officers, at that time in cases where there were no candidates willing to run.

General Confusion.

The point was declared "not well taken and amid general confusion the balloting proceeded. It turned out that, notwithstanding the ruling of the chair, to which the meeting by silence had assented, most of the ballot were marked for candidates on the ballot who had withdrawn, while eighteen members had written in Mr. Berndt's name for president. Mr. Clark, the

only legal candidate for the presidency under the ruling, was confirmed by thirteen votes.

Protest is Filed.

A. B. Ingalls, just before the count filed a protest against the proceedings on the ground of irregularity.

Members of the executive committee elected are E. W. Aylett, E. A. Douthitt, B. Hollinger, Charles Reeves and Ed. Towse—in alphabetical order in which the names of candidates on the ballot were not, a fact that was the occasion for some murmured complaint.

Davis and Shingle Step Aside.

In the fourth of the fourth the promised fight between George A. Davis and R. W. Shingle for the presidency did not materialize, both having withdrawn in favor of General John H. Soper, who, though absent from the Territory, received this recognition of his services at the head of the party in Makiki for many years.

Central Committee Censured.

Spice was injected into the meeting of the eighth of the fourth at San Antonio hall by A. D. Castro, former member of the legislature, and Portuguese journalist, by a resolution censuring the Republican Central Committee for ignoring a resolution passed by the club at the nominating session a week before, which asked the supreme body to call a mass meeting to hear all about the Chicago convention and to ratify the nomination of Taft and Sherman as the Presidential ticket. In the preamble the contents of the former resolution were set forth, and the resolution now presented carried unanimously as follows:

"Resolved, by the Eighth Precinct Republican Club, Fourth Representative District, that it hereby expresses

its disapproval of the indolent spirit and dilatory methods carried on by said Republican Central Committee, and hereby holds that such methods form the primary cause of the present political complications within the party ranks."

The Fighting Ninth Peaceful.

For the first time in the history of the Territory, the ninth of the fifth elected its officers without a contest. The Alapai-Mahelona ticket was chosen, all of the opposition ticket being withdrawn.

In the ninth of the fourth Douglas Mossman won the secretaryship, and in the fourteenth of the fifth A. K. Vieira the same office, these being the only contests in both.

No. Kuhiu-Frear Fight.

With regard to all the other precincts the officers were chosen without opposition at nomination as reported in the Star-Bulletin on Saturday last, with the exception of a few country precincts not heard from but in none of which, so far as known here, is there any division of factions.

Apparently, in not a single precinct, has there been the faintest breath of the Kuhiu-Frear controversy.

\$1000 LOSS WHEN JOSS BURNS

Fire broke out on Achi lane yesterday afternoon, consumed a joss-house and caused a damage of over \$1000 before it was brought under control by the fire department. Several buildings in the vicinity were damaged, and two women, custodians of the temple, and a baby were rescued from the flames.

According to Mrs. Lai Shay, custodian of the temple, the fire broke out from a stove upon which she was heating some water for her granddaughter. The flames burst out all over the room and the fire was well under way by the time the neighbors had summoned the fire department. Mrs. Lai Pui and the baby were asleep at the rear of the building when the alarm was given, and it was necessary to carry them through the flames in order to save their lives.

Lai Pui, son of Mrs. Lai Shay, was proceeding homeward at the time, and although he could see the flames as he walked down the lane, had no idea that it was his own house that was burning.

Two insurance policies, one for \$2,500 and the other for \$500, cover the loss. The joss-house is the temple of Wong Men and was erected in 1901 on the site of a temple which had been burned the year before in the great Chinatown fire.

JOHN D. JR. SHOWS THRIFT ON THE FERRY

When Captain Took Two Other Autos After He Chartered Boat He Wanted Fares

NEW YORK, July 1.—Although it was given out that John D. Rockefeller had chartered the ferry Rockland Saturday night to take him across the Hudson from Nyack to Tarrytown after hours, it is now known that it was John D. Rockefeller, Jr. who made the trip.

Young Rockefeller hired the ferry for \$15, and after he drove aboard in his car two other belated automobile parties that were stranded at Nyack asked Capt. Lyon to take them over. He agreed and taxed each \$5.

"Hold on there, captain," said young Rockefeller, "I paid you \$15 for the trip and that money belongs to me."

"Well, if it does, it's going down in my pocket and it's going to stay there!" replied Capt. Lyon, as he shoved the two \$5 bills into his jeans.

Mr. Rockefeller had nothing further to say, but the people in the other automobiles told the story with much enjoyment yesterday.

Needed on a Journey.

Never leave home on a journey without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed and cannot be obtained when on board the cars or steamships. For sale at all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

FINIS FOR LINER CHINA

Grimy, dirt streaked and manifestly in trouble, a large steamship of trim and handsome lines, smoke rising from the forward of the two slanting funnels, appeared approaching the harbor of Yokohama, in the tow of a sea tug, says the Japan Times.

A dozen sea-glasses were applied to her along the Bund, but it was not until she came within a half dozen miles that the outline of that which was the Canadian Steamship Empress of China was clear and recognizable.

The former pride of the North Pacific came limping in through the breakwater inlet, pulling taut the line that secured her towage, in spite of the fact that one of her propellers was being slowly worked. The China still retained her regal bearings, however, and despite the fact that the nameplate at the bows was rusted beyond recognition, and the forward decks were covered with temporary shelter buildings, she stood out handsomely among the large number of craft in the harbor.

The former Empress was towed through the inlet and back of the English Hatoba, where she was anchored until afternoon, when the tugs again took her in tow and escorted the big vessel to its final resting place, which will be upon the shores of Yeddo Bay.

The Empress of China was sold at auction to a Japanese iron firm six weeks ago for breaking up. The price paid for her, it was said, was yen 130,000, but whether that figure was correct or not, was never ascertained. She was sold by the underwriters. It was said at the time that the boilers were in excellent shape and one of the sets of engines, the port engines one engineer said, and the starboard engines harbor officials said.

The Empress was due in Yokohama on the 28th of July 1911. She went aground just as she was coming into the mouth of the bay on the 27th, eleven months ago Thursday. She was floated about two months ago and has been at Uraga since.

Appropos of the finis of the China there comes definite information to the office of the Canadian Pacific at Yokohama that schedules are being prepared for the new fleet, which will be in operation early next February, and Oriental agents are instructed to begin preparations for the new service which is expected to mark an important epoch in transpacific freight and passenger traffic. The Empress of Asia will be the first addition to the fleet which now consists of the Empress of Japan, the Empress of India and the Montecarlo (intermediate). The Asia, according to information sent out, is a ship of 14,500 tons register, and will be followed in about thirty days from her maiden voyage by the Empress of Russia, a sister ship.

The time between Yokohama and Vancouver, according to the present plans, will be ten days for the four first class liners. The Empress of Japan, has made the run in ten days and 10 hours, and doubtless could reduce that time easily. It may be possible that this action will bring about a reduction of the time via the southern routes, as it is quite possible for San Francisco liners to negotiate the distance to that city, via Honolulu, in twelve or thirteen days, and without the stop at Honolulu, easily in twelve days, according to steamship men.

FIRST PYGMY HIPPOS EVER CAPTURED ALIVE

NEW YORK, July 1.—The two passengers aboard the steamer Bermuda, due here today from Hamburg, which are attracting the most interest, not only aboard the vessel, according to wireless reports, but on either side of the ocean, are two pygmy hippos destined for the New York Zoological Park.

These are the first of the species ever captured alive. They were caught on the Lora River, Liberia, in the interior of the country, by a party of hunters under Major Hans Schomburgk. They were caught first in pits and later removed into gottic baskets made on the spot for the purpose. These baskets were carried by forty natives, working in relays, until the animals were placed aboard ship.

The hippos are full grown and are about one-quarter the size of a Nile hippopotamus.

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For "Your Babe"

Why, there is nothing too good, is there? Here's a hint. Read.

Luxury Collapsible Go Cart

Large, wide nickel-trimmed carriage; 14 inches between arm rests, large four-bow English-shaped hood, steel tubing frame, 10-inch quick detachable wheels with 1/2-inch rubber tires, luxury back, with the seat rests on luxury springs, upholstered in imitation leather, seat and back heavily padded. Price, \$18.00.



Luxury Carriage

Of good proportions; has deep and room seat, resting on sensitive, coil springs; adjustable foot rest, new un-locking lever, foot brake, detachable 16-spoke wheels, bright tinted finish, 10 inches in diameter, with 1/2-inch rubber tires, 3-bow hood, upholstered in imitation leather. This is the strongest and lightest all-tubular carriage on the market. Price, \$14.00.



Steel Frame Folding Go Cart

With adjustable back and buggy top cover, large steel wheels with rubber tires, strong, light, and smooth running. Price, \$4.75.



Collapsible Go Cart

Very roomy; finished either in dark green or brown, large rubber-tired wheels, and folding hood; good steel tubing frame, and upholstered in imitation leather. Price, \$7.50.

Our stock of Go Carts and Carriages is the largest in the city and prices are the lowest

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